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PRICE TWO CENTS

BERLIN SEEKING TO AVOID BREAK WITH U. S. OVER SUBMARINES MEXICAN SNIPERS MAKE RAIDS AGAINST AMERICAN FORCES

FIVE DEAD IN WRECK; TWO ARE SOUGHT

Wreckage of Local Train, Which Caught Fire After Being Telescoped By Express, May Yield Victims Who Are Still Missing—Thirty-Nine Reported Injured List—Investigations Are Begun By State and National Authorities—Freight and Passenger Depots Are Destroyed By Fire After Rear-End Collision.

Bradford, R. I., April 18—Five persons were killed and 39 injured last evening when the Gild Edge express, bound from Boston to New York, crashed into the rear of a local train at the railroad station here.

Two persons are yet unaccounted for. Search of the smoldering ruins of the wooden cars that made up the telescoped local train continued this afternoon. It is possible that the wreckage may give up other bodies.

The wooden coaches took fire immediately after the crash, and some of the victims were burned to death. Many of the injured are suffering from severe burns. The fire reduced the local train, the passenger depot and freight station to ruins that still burned today.

Death List Placed at Five.

According to the official list prepared by the railroad today, the known dead are:

Thomas Boardman, Westerly, employe of the Bradford Dye Association.

Miss Jeannette Clark, Westerly, daughter of William Clark, president of the Westerly Mill of the American Thread Company.

Margaret Bliss, address unknown.

William Barber, Westerly, carpenter.

Mrs. Oscar Martell, Southbridge, Mass., died in hospital at New London, Conn.

List of the Injured

In addition to Mrs. Oscar Martell, of Southbridge, who died at the hospital, the following injured persons were treated at New London hospital this morning:

Atwood Williams, of Groton, fireman for the New Haven road, dead—burned head, laceration of the scalp, bruised legs, hips, knees and side.

Simon Conner, of Old Lyme, fractured left collarbone, laceration of hip and right leg.

Charles C. Byrne, of Pawtucket, R. I., injured side and bruised knees.

James Martin, of New Haven, lacerations of the face and burns of both arms.

Ardie W. Clifford, of Onondaga, N. Y., lacerations of the face, sprained ribs, bruised knee and ankle, bruised left arm.

John W. Aukland, of New York, bruised ribs and right arm.

Others who received first aid treatment here are:

R. B. Dyer, 120 Burrington street, Providence, bruised about the body.

E. M. Brownell, 21 Union street, Boston, shaken up.

W. D. Gibson, New York city.

Mr. and Mrs. E. F. Reynolds, 75 Lilac street, New Haven, shaken up.

Abraham Sapich, and his sister, Fannie, 295 Main street, Providence, shaken up.

Mrs. D. E. Gallagher, New Haven, right shoulder injured.

Grandfield, Westerly, R. I., shaken up.

Mrs. Hoag, Westerly, R. I., shaken up.

Mrs. William Price, Westerly, shaken up.

All of the victims were occupants of the rear car of a local train which had started to run on a siding in front of the Bradford station when the Gild Edge express crashed into it.

Coals from the express locomotive and explosion of a gas tank on the bottom of the coach set fire to the wreckage and the flames spread so rapidly that the nearby station and freight house were destroyed, together with four wooden coaches of the local train.

The passengers had much difficulty in climbing out of the demolished car and those who lost their lives were badly burned. As there is no fire department here, no adequate fight could be made against the flames until the arrival of apparatus from Westerly, six miles distant.

A wrecking train was sent from New London and physicians came on another train from Providence. Minor injuries were treated and several persons were taken to a hospital at New London.

No one was injured on the express which was backed to a junction and proceeded to New York many hours after the accident. Early today the tracks were sufficiently cleared to enable the resumption of traffic and all the survivors proceeded on other trains.

Trainmen were at variance in their statements as to the signals set against the express after the local train, detained here by engine trouble, had been ordered to take the siding. They agreed that the signal nearest the local was set for danger, but Charles H. Mansfield, engineer of the express, said that the signal next behind this showed a clear track ahead and that when he caught sight of the "home" light shining through the thick fog it was too late to stop his swiftly speeding train.

SURVIVORS TELL OF AWFUL SCENE AS WRECK BURNS

New London, Conn., April 18.—James Brax, who was injured in the wreck at Bradford, made the following statement:

"I was with Habbid Mancy, of this city, as we went away from Boston about 5 o'clock. When just outside of Providence our train stopped for about 10 minutes. After getting under way again we ran very slowly until we reached Bradford.

"While our train was standing at the Bradford station there came a crash. It seemed that the entire train collapsed. My leg was turned and for a time I was helpless. After getting free I grabbed hold of Mancy and we made our escape.

"We had just got outside the car when there was an explosion. I was told it was a gas tank in the rear car. Flames shot up from this car and in a short time the blaze had reached the Bradford station and the freight house which were both burned to the ground. As we lay near the smoking car a couple of men came along with a stretcher. They stopped and inquired if we needed help and on being assured that we were all right they went into the rear car.

"When they came out they had a woman who was smothered from head to foot with blood. Her hair was matted on the side of her head and she presented a sickening appearance. I turned my head just in time to see another group bringing out two women, a child and a man from the car in front of the smoker. All these were covered with blood and the man's legs were twisted into unnatural positions.

"The papers say there were only five killed but I myself saw the wreckers bring out eight bodies from the rear car, and they said all these were dead."

Habbid Mancy, of this city, tells his story of the Bradford wreck as follows:

"We stopped at Bradford. I was looking out of the window when there was a terrible crash. Windows were broken, seats were crushed, one of the

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POLICE BERTHS CAUSE SPLIT IN RANKS OF G. O. P.

Town Committee For Suckley; Majority of Board, and King, For Redgate.

MANY ARE IN RACE FOR CAPTAINCIES

Resignations and Retirements To Make Way For Numerous Changes.

With a majority of the Republican town committee favoring Lieut. Charles H. Suckley, and three of the four police commissioners committed, under the guidance of John T. King, to the candidacy of Captain John H. Redgate.

The matter of electing a successor to Eugene Birmingham, deceased, as superintendent of the department, is getting higher in the air, day by day.

The police commissioners expect to meet either on Saturday of this week, or next week Wednesday. Then, it is likely, the matter of the superintendency will be settled. The existing police commissioner is John C. Stanley, president of the board, who favors Captain John H. Regan.

Commissioners Joan E. Lyddy, Richard H. Murphy and George C. Peck are strong for King's man, President Stanley, falling to procure sufficient support to land Regan, favors Lieut. Suckley. It is reported that at a secret meeting of the "thirteen club," the G. O. P. town committee a short time before the sudden death of Superintendent Birmingham, a majority of district leaders are said to have favored the promotion of Lieut. Suckley. It is said upon good authority that leader King then said that Redgate must get the appointment, otherwise he would be no longer a member of the committee.

As King has the support of three commissioners it is now admitted by members of the administration.

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"GRAND WAY" TO CROSS CITY, PLAN OF COUNCILMEN

It's Going to Be Paved With Warrenite, Too, Is Administration Edict.

Part of the \$250,000 bonds for streets extension will be expended in making another direct thoroughfare across the city by the aid of Grand street bridge to be known as "Grand Way." It is proposed to continue Main street from the East Side, at Dewey street near Mountain Grove cemetery.

The plan is to continue this street through Pequonnock street, then through Grand street, which will then be continued through the old Swords Lane, which will be necessary for the approach to the new bridge. The bridge will connect Grand street with Arctic street on the East Side. A new bridge will be built over Pequonnock Lake, connecting Arctic street with Grand street in the East End. Grand street now goes over Mt. Pleasant bridge, connecting with Barnum avenue just beyond Elizabeth street.

The City Planning Commission will be invited to make suggestion concerning the layout of this thoroughfare. It is proposed to pave the street with Warrenite and to set out large numbers of shade trees along the parts where there are no trees. Uniform curb and gutter to entire length will also be suggested.

Pequonnock street and Maplewood avenue it will be necessary to take private property either by sale or condemnation proceedings. It is proposed to reduce the grade of Grand street when the layout is made.

The opening of such a street will relieve traffic conditions materially besides providing a way through the city over which motorists passing through, may go without being subjected to the inconvenience of being halted by traffic officers in the center of the city. It is believed that this street when completed will relieve the congestion which now occurs daily at Fairfield avenue and Main street.

J. P. Strauss, engineer of the Grand street bridge, is preparing plans and has been in consultation with engineers of the New Haven road regarding the crossing there. The crossing is now at grade but it is believed that the railroad company will soon elevate its tracks on the Berkshire division further north to eliminate all crossings in the city limit. This is the plan on which the bridge commission is now working.

A report on the "Grand Way" project will be made to the common council at the first meeting in May.

E. W. CARTEN III

Eugene W. Carten, salesman for the American Graetz Light Co., is seriously ill at his home, 173 Beechmont avenue. Mr. Carten has not enjoyed the best of health for several months but within the last few days his condition has grown critical.

MACHINISTS NOT IN ACCORD WITH THE BONUS PLAN

Union Leaders Declare It Is Calculated to Deceive the Workers.

ELECTRICIANS QUIT AT REMINGTON CITY

Strikers and Strike Breakers Clash Near Plant of Graphophone Co.

Bridgeport machinists will fight the bonus system in local factories this spring and summer. On the ground that the system is a device instituted to deceive, an effort will be made to eliminate it from Bridgeport shops.

George J. Bowen, business agent of Local No. 30, I. A. M., said this morning that the bonus system is deceptive and unfair. "Workingmen are led to believe that they are getting something substantial," declared Mr. Bowen, "but in reality they are beguiled into speeding up on the promise of 10 per cent. or thereabouts bonus."

"Some of those who haven't thought, fail to remember that the bonuses that are being paid in Bridgeport are merely for these rush times, and that when a calm settles, they will be taken away. The men will experience the same effect then as if they received a cut in wages. What we are working for is the substitution of a wage increase for the bonus, so the men will be protected in dull times."

"This doesn't refer to the bonus called time and on-half, paid for overtime work or to the extra pay received by the night workers. It is for the day men we ask a standard rate of wages with no bonus, but, of course, time and one-half for overtime."

The campaign of the machinists for 10,000 members, which is expected to take all summer, is going forward merrily. The secondary campaign for 3,000 new members by May 1 is progressing favorably. The plan is to have been organized for April 30, when it is expected 1,500 new members will be initiated.

So large is the membership growing that both the Remington local and Local No. 30 are seeking quarters larger than those at 27 Cannon street.

According to reports made at Machinists' headquarters, eight workmen quit the Max Arms Co. last Saturday, in sympathy with the strikers.

Electricians Out at Remington City

The employment of two non-union men as electricians on the house-building operations now being conducted resulted in the strike of all electricians employed at Remington (Continued on Page 2.)

ENJOIN ROCKETT FROM RELEASING CASH OF KEPPYS

Heirs Prevent Mrs. Florence Walter From Getting Money Willed Her.

A temporary injunction was granted in the superior court this morning restraining Adrian Rockett, executor on the Ella Keppy estate, from turning over any property to Florence Keppy Walters under penalty of \$15,000. The injunction was signed by Judge Webb after the facts had been stated by Judge Carl Foster, who asked for the injunction on behalf of Maude Wheeler and Jesse L. D. Keppy, heirs of the Ella Keppy estate.

The heirs recently won a victory in the superior court when a jury brought in a verdict in favor of breaking Ella Keppy's will. Maude Wheeler and Jesse L. D. Keppy were aggrieved because their mother left the bulk of her estate to her daughter, Florence. It was alleged that Mrs. Keppy was not mentally competent and that Florence Walters used undue influence to 'nudge' her mother to will certain property to her.

Since the trial counsel for Maude Wheeler and Jesse L. D. Keppy, learned that in addition to the will made by Mrs. Keppy, she had also made an assignment to Florence. It was also discovered that after the jury trial Adrian Rockett had been turning over some property to Florence Walters. He claimed he had a right to do this under the assignment, but Judge Foster declared that if Mrs. Keppy was incompetent to make a will she was also incompetent to make an assignment.

The property Rockett was giving to Florence Walters came to him as a joint distribution of the estate of Josephine Mackay of Darien. The late Ella Keppy had a bequest of about \$15,000 from this estate and this formed the principal part of Ella Keppy's estate. After the jury found in favor of breaking Mrs. Keppy's will, Rockett took an appeal to the supreme court. As this is still pending the other heirs wanted to prevent the distribution of the estate in the meantime.

GERMANY TO MEET DEMANDS

Ambassador Gerard Has Information That Berlin Would Accede to Wishes if Evidence in Sussex Case Warrants.

Cabinet Approves Final Communication on U-Boat Question Which, It Is Expected, Will Be Cabled Before Night.

Washington, April 18—There were some indications today that Ambassador Gerard has been informed by the Berlin office of its desire to meet the wishes of the United States, if it is shown that the channel steamer Sussex was destroyed by a submarine in violation of the German government's instructions and that Count Von Bernstorff was authorized to make such a statement in general terms to Secretary Lansing.

The cabinet discussion of the submarine crisis today resulted in no change in the situation and it was announced that nothing had come up to prevent the despatch of the American note to Germany as planned, probably tonight or tomorrow.

Count Von Bernstorff's engagement to discuss the situation with Secretary Lansing in general terms late this afternoon, it was indicated, will not delay the sending of the note or cause any change in its terms.

Count Von Bernstorff, the German ambassador, acting under instruction from his government, will discuss the submarine crisis in general terms with Secretary Lansing at 4 o'clock this afternoon.

It was understood that the ambassador had no instructions to discuss any specific case now in controversy between the two governments but to take up the subject broadly and to seek the viewpoint of the American government in the present situation.

The American government's communication to Germany, designed as the last word of this government in the submarine controversy, was being put into diplomatic code today for immediate transmission to Berlin. It is expected to go forward during the day.

The document is said to be the most serious diplomatic paper President Wilson and Secretary Lansing ever have drafted. It covers the activities of German submarines since the Lusitania affair and is intended to force the question of a speedy settlement of the submarine issue by making plain that only an immediate change in Berlin's policy can prevent a rupture in the friendly relations between the two countries.

Senator Stone, of the Senate foreign relations committee, had an engagement to see President Wilson at the White House today before the cabinet meeting. Senator Stone was informed of the intentions of the administration as soon as the communication was completed by the President.

PISTOLS USED TO ARREST VON IGEL AS PLOTTER

Von Papan's Secretary Taken After Fight With Agents In Canal Case

New York, April 18—Wolf von Igel, secretary of Franz von Papan, former military attaché to the German embassy, was arrested here today in Capt. von Papan's office at 65 Wall street, after a fist fight with four agents of the department of justice. Von Igel is the fifth man indicted yesterday with Von Papan charged with conspiracy to blow up the Welland canal.

Von Igel was taken to the Federal building for arraignment. Federal agents said that Von Igel was not really subdued until they pointed revolvers at him.

"Go ahead and shoot," his captors reported him as saying. "It will only cause war between the United States and Germany. You have no right to invade this office. It is German territory. These are Russian methods."

JITNEY, RACING, IS WRECKED IN CRASH INTO POLE

Three Passengers Go to Hospital With Serious Injuries; Driver Jailed.

TEN PASSENGERS PACKED INTO CAR

Employes of Remington Arms Co. on Way to Work When Mishap Occurs.

An overloaded jitney car, alleged to have been driven at a great rate of speed, crashed into a trolley wire pole at Iranistan avenue and State street this morning.

Three persons were injured and may die. The jitney driver has been sent to jail.

Lee Gilbert, aged 21 of 213 Denver avenue, was driving the car. Ignatz Karosky, Julius Stearns and Nicholas Heado, all residents of State street extension, and employes of the Remington Arms & Ammunition Co. are the injured. They were taken to St. Vincent's hospital.

With passengers hanging on the sides of the car, the jitney bearing 10 workmen on their way to the factory at 8:15 o'clock collided with the trolley wire pole as the driver turned the machine out of the car tracks in an endeavor to pass another automobile, which had stopped to take on passengers.

Witnesses say that Gilbert was driving between 20 and 30 miles an hour at the time of the accident. As he turned his car to get ahead of one in front the rear wheels stuck in the rails and the machine swerved. With terrific force the side of the car struck the iron standard.

One side of the car was broken into splinters. The standard penetrated to the middle of the car. Karosky was hurled out of the car and landed on the ground. The pole while Stearns was hurled headlong through the windshield of the machine. The driver was uninjured.

The jitney picked up 10 passengers between Ash Creek and the scene of the accident. The injured men were gathered at State street extension and Fairfield avenue. They were taken to St. Vincent's hospital. Among other passengers in the car who escaped serious injury were Joseph Gode, Julius Burger and John Juhase, all living on the Black Rock turnpike.

The jitney was sent to the emergency hospital corps. Dr. L. B. Weldon found three passengers lying unconscious in the wreckage while other passengers were endeavoring to pull their injured friends out.

The first aid by the emergency hospital physician and rushed to St. Vincent's hospital where they are in a critical condition.

Policeman Thomas Walsh arrested Gilbert. The driver was charged with reckless driving. When arraigned before Judge Frank L. Wilder in city court today he placed the blame upon the slippery condition of the roadway. Policeman Walsh said the pavement was dry but there was ice in the vicinity of the accident.

Julius Berger, a passenger, who escaped injury, said that the jitney was driving at breakneck speed in a hurry to reach East Bridgeport. He testified that there was absolutely no cause for the excess speed and that the blame should be placed upon the jitney driver. Berger said that Gilbert was endeavoring to get ahead of another jitney car preceding him. Juhase and Gode corroborated the statement of Berger.

Gilbert failed to procure counsel for defense and Judge Wilder found him guilty of reckless driving. He fined him \$10 and costs and sentenced him to 10 days in the county jail. An appeal will be allowed under a bond of \$200. Gilbert has not made an appeal.

Upon request of Prosecuting Attorney Delaney Acting Superintendent William Anderson will recommend that the secretary of state revoke Gilbert's operator's license.

Fined \$25 For Hitting Ams Co. Strikebreaker

AMS CO. For assaulting a strikebreaker at the Max Arms plant in Fairfield, Edmund Maltzen of Fairfield, was fined \$25 by Judge Walsh in the criminal court of common pleas this afternoon. His case came before the court on an appeal from the Fairfield town court where he was fined \$15 and sentenced to jail for 10 days.

It was alleged that on February 22 last, Maltzen and some strikers had a dispute with Gustave Lang and other strikebreakers in a Fairfield street. After some angry words Maltzen struck Lang.

Attorney Hugh J. Lavery, who represented Maltzen, told the court the striker had a wife and three children. He declared the man had never been arrested before. Judge Walsh said he would allow Maltzen to escape a jail sentence with the understanding that the man would keep out of further trouble.

THE WEATHER

Partly cloudy weather with slightly higher temperature.

PURSUIT OF VILLA HELD UP

General Pershing Halts Expedition's Drive Into Mexican Territory Because of Unexpected Attack By Carranzistas.

Snipers In Several Attacks On Motor Truck Trains—Cabinet Gets Full Reports of State and War Departments On Situation.

Camp of General J. J. Pershing, at the Front, April 17—The American pursuit of General Villa is at a standstill because of the unprovoked attack on American cavalrymen by the insurgent soldiers of the Carranza garrison at Parral.

At General Pershing's headquarters there seemed no prospect of a resumption of the chase. There were numerous indications that a continuation of the pursuit would meet with armed resistance.

A small party of American soldiers was fired upon near here last night, none of the Americans being injured. This, coming on the heels of other reports of sniping, is responsible for the belief that the expeditionary command is confronted with a serious problem.

A speedy motor train carrying General John J. Pershing, commander of the expeditionary forces, together with his escort, was fired upon during a drive made at night from Saltillo to the wireless station at Namsirup, according to reports received here. No official confirmation of the report could be obtained by military authorities here. Nor could it be learned whether the report was based upon the attack on General Pershing's motor train on its way to Saltillo on April 11.

According to the reports General Pershing was on his way to Namsirup when Mexicans in ambush near Providencia opened fire on the open cars. There were only about 10 snipers, all of whom fled when the Americans resumed their fire. Montague, Mexican bulleta took effect, the reports said, and General Pershing regarded the incident as trivial.

A despatch received from Joseph W. McKelven, a truck captain, said that a truck train due to arrive here this afternoon was bringing 31 sick and wounded Americans. It was not known here whether the men are Americans or Mexicans.

Cabinet Gets Full Report on Outlook

Washington, April 18—Secretary Baker had before the cabinet today long reports from General Funston reviewing the whole situation on the border and in Mexico.

From the state department, the President and the cabinet received an outline of the diplomatic steps taken, or contemplated since the Carranza government urged the withdrawal of American troops.

A decision as to what course now to pursue is to be reached through the military and diplomatic aspects of the situation.

General Funston's despatches came last night and are the fullest discussion of his problems the yet has submitted. They contain no mention of the reported death of Villa. That was the only hint of their contents Secretary Baker would reveal. The substance of the messages, the secretary said, was beyond the realm of public discussion at this time.

It is understood that the reports show General Pershing's men to be south now of the farthest southern point at which Villa's trail has been even indefinitely located. The pursuit apparently is swinging westward into the more mountainous regions.

Renewed sniping around Parral was not reported to the department, although news despatches from General Pershing's camp disclosed that American troops had again been fired upon by Carranza troops.

War department officials would not discuss the probable result of continued hostility. It was intimated, however, that even without this new incident, General Pershing might have thought it necessary to call the department's attention to the situation very fully and to limit further inquiry.

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